

**We claim:**

1. An anchoring and strap length controlling mechanism for securing loads in a transport vehicle comprising:

an anchor fitting attached to the vehicle;

said anchor fitting receiving and disengaging a corresponding anchor pin;

said anchor pin being fixed at a first end of a flexible, flat tensile member;

said tensile member having an anchorable second end opposite said first end;

a strap length controlling mechanism spaced from and between said first and second ends, enabling a strap to maximize strength, ease of operation, economy in manufacture and minimize damage to the rolls or coils.

2. The anchor fitting of claim 1, further comprising:

said anchor fitting being flush mountable in a wall or floor of a transport vehicle;

said anchor fitting having a plate portion with an inner and outer surface, top, bottom and first and second side walls formed to define a generally "L" shaped aperture having an upper leg and a lower leg;

said aperture adapted to receive an anchor pin affixed to a tensile member end;

said first side wall having a smoothly curved surface merging into said outer surface;

5        said tensile member end fitting in a lower leg of the "L";

when said tensile member is under tension, said pin locks in place against the top and bottom walls defining the aperture, bearing on said smoothly curved first side wall.

10        3.        The anchor fitting of claim 2, further comprising:

said pin is held in place when said tensile member is not under tension by a clip member formed on the back of the inner surface.

15        4.        The anchor fitting of claim 2, further comprising:

said anchor plate is contained within a pocket in the wall of a cargo carrying transport vehicle such as a railroad box freight car.

20        5.        The tensile member of claim 1, further comprising:

a strap having a standing web, the standing web having a working end;

a clip having a ring with an upstanding half ring portion;

said end being threaded on said clip so as to have a combination of turns and bights, said clip displacing the various parts of the end strap threaded thereon to increase friction so that the strap length can be effectively fixed under load, yet the length varied when not under load.

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6. The tensile member of claim 5, further comprising:

said combination of turns and bights leading around a three part clip having a generally oval ring with an upstanding half oval ring portion displacing the various parts of the strap threaded thereon.

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7. The tensile member of claim 6, further comprising:

said working end passes through said clip

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said tensile member having a standing end opposite said working end;

said standing end is attached to a tensioning device to put final tension on strap to bind the load, once excess length has been taken up by feeding and pulling said working end through said clip.

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8. The tensile member of claim 7, further comprising:

the overall length of the strap being adjustable at ratio of the adjustable length is about

2:1 between said clip and said ring.

9. The anchor fitting of claim 1, further comprising:

5 said anchor fitting being flush mountable in a wall or floor of a transport vehicle;

said anchor fitting having a plate portion with an inner and outer surface, top, bottom and  
first and second side walls formed to define a generally "L" shaped aperture having an  
upper leg and a lower leg;

10 said aperture adapted to receive an anchor pin affixed to a tensile member end;

said first side wall having a smoothly curved surface merging into said outer surface;

15 said tensile member end fitting in a lower leg of the "L";

when said tensile member is under tension, said pin locks in place against the top and  
bottom walls defining the aperture, bearing on said smoothly curved first side wall;

20 said pin is held in place when said tensile member is not under tension by a clip member  
formed on the back of the inner surface;

said anchor plate is contained within a pocket in the wall of a cargo carrying transport  
vehicle such as a railroad box freight car;

said tensile member being a strap having a standing web, the standing web having a working end;

a clip having a ring with an upstanding half ring portion;

said end being threaded on said clip so as to have a combination of turns and bights, said clip displacing the various parts of the end strap threaded thereon to increase friction so that the strap length can be effectively fixed under load, yet the length varied when not under load;

said combination of turns and bights leading around a three part clip having a generally oval ring with an upstanding half oval ring portion displacing the various parts of the strap threaded thereon;

said working end passes through said clip;

said tensile member having a standing end opposite said working end;

said standing end is attached to a tensioning device to put final tension on strap to bind the load, once excess length has been taken up by feeding and pulling said working end through said clip;

the overall length of the strap being adjustable at ratio of the adjustable length is about 2:1 between said clip and said ring.

10. A load securing anchor for a transport vehicle comprising:

a plate having top, bottom and side walls defining an "L" shaped aperture adapted to receive a strap pin end, the strap having a pin affixed to the strap end,

said top and bottom walls defining the lower leg of the "L" lockably receivable of the strap end;

said side wall having a smoothly curved surface bearingly receivable of the strap end;

a clip member mounted on the back of the anchor plate and contained within a pocket in the wall of the transport vehicle adapted to hold the pin in place when the strap is not under load.

11. The anchor fitting of claim 10, further comprising:

said anchor fitting being flush mountable in a wall or floor of a transport vehicle;

said plate having an inner surface and an outer surface;

a first of said side walls having a smoothly curved surface merging into said outer surface;

said pin end fitting in a lower leg of the "L";

when said tensile member is under tension, said pin locks in place against the top and bottom walls defining the aperture, bearing on said smoothly curved first side wall.

12. The anchor fitting of claim 11, further comprising:

said anchor plate is contained within a pocket in the wall of a cargo carrying transport vehicle such as a railroad box freight car.

13. A strap shortening device for securing cargo in a transport vehicle comprising:

a strap having a standing web, the standing web having a working end;

a clip having a ring with an upstanding half ring portion;

said end being threaded on said clip so as to have a combination of turns and bights, said clip displacing the various parts of the end strap threaded thereon to increase friction so that the strap length can be effectively fixed under load, yet the length varied when not under load.

14. The tensile member of claim 13, further comprising:

said combination of turns and bights leading around a three part clip having a generally oval ring with an upstanding half oval ring portion displacing the various parts of the strap threaded thereon.

15. The strap of claim 14, further comprising:

said working end passes through said clip

5 said strap having a standing end opposite said working end;

said standing end is attached to a tensioning device to put final tension on strap to bind the load, once excess length has been taken up by feeding and pulling said working end through said clip.

10 16. The strap of claim 15, further comprising:

the overall length of the strap being adjustable at ratio of the adjustable length is about 2:1 between said clip and said ring.